

CHAPTER 9

TRANSPORTATION SYSTEMS AND FACILITIES

INTRODUCTION

Development and land use patterns directly influence the demand on transportation systems and facilities. As communities expand, the need for improved transportation services grows. Likewise, an effective and efficient transportation system encourages community growth. The primary purpose of all transportation systems is to provide an unimpeded flow of people, goods and services to and from all areas.

The Campbell County Board of Supervisors works with the Virginia Department of Transportation (VDOT) and other regional organizations to prioritize projects and make recommendations for all transportation needs. Along with nine other Piedmont Virginia counties, Campbell County is served by the VDOT Lynchburg Construction District. VDOT's Appomattox Residency provides localized support to Campbell, Appomattox, Amherst, and Nelson Counties. The Central Virginia Metropolitan Planning Organization (MPO) includes Lynchburg and the urbanized areas of Campbell, Amherst and Bedford counties. Campbell County officials actively participate in the MPO as well as other transportation planning projects administered through Virginia's Region 2000 Local Government Council (Planning District Commission #11). Campbell County is also an active member of the U.S. Route 501 Regional Coalition.

The Code of Virginia requires the planning commission of every locality to prepare a comprehensive plan for consideration by the governing body and for the governing body of every locality to adopt a comprehensive plan. Localities must review their comprehensive plan and associated transportation plan at least every five years, pursuant to §15.2-2230 of the Code, to determine whether it needs to be updated. The comprehensive plan must include a specific section dedicated to transportation planning or reference a separate document that serves as the community's transportation plan (§15.2-2223).¹ The comprehensive plan, therefore, provides policy guidance and criteria for making both land use and transportation decisions and recommendations. This section of Campbell County's comprehensive plan is intended to meet the requirements of Chapter 527 of the 2006 Acts of Assembly.

In 2014, the Virginia General Assembly unanimously adopted House Bill 2, which directed the Commonwealth Transportation Board to develop a statewide prioritization process for construction funds beginning in the Fiscal Year 2017-2022 Six Year Improvement Program. Projects must demonstrate that they meet a capacity need identified in VTrans2040 (the

¹ Chapter 527 of the 2006 Acts of Assembly added § 15.2-2222.1 to state law and directed VDOT to promulgate regulations to carry out the provisions of the statute. It now requires localities to submit comprehensive plans, plan amendments, and traffic impact analyses on certain rezoning proposals that will substantially affect transportation on state highways to VDOT for review and comment.

statewide long range transportation plan) for one of the following:

- Corridor of statewide significance
- Regional networks
- Improvements to promote urban development areas

Factors used in the evaluation of projects will include congestion mitigation, economic development, accessibility, safety, and environmental quality (these factors may be weighted differently in different VDOT Construction Districts). This prioritization process will not apply to certain activities like bridge and pavement reconstruction or repair, but will have an impact on many other types of projects.

EXISTING TRANSPORTATION SYSTEMS AND FACILITIES

ROADWAYS AND HIGHWAYS

The majority of our citizens use the County roadway system every day. Primary roads, secondary roads and those roadways listed in the National Highway System (NHS) make up our transportation network and provide access throughout the County.

The Virginia Department of Transportation (VDOT) is responsible for planning, constructing, maintaining and improving Campbell County's highways. Campbell County officials cooperate with VDOT to develop a six-year plan to guide County secondary road improvements.

Campbell County Total Road Mileage (2014)*			
Road Class	Mileage	Paving Type	Mileage
Primary Roads	150.3	Improved (paving or surface treatment)	860.6
Secondary Roads	705	Unimproved (gravel or dirt)	16.2
Frontage Roads	227	Not Classified	207.9
Other	2.4		
Total Mileage	1084.7	Total Mileage	1084.7
*VGIN quarterly road centerline data, 8/22/2014			

National Highway System (NHS)

The NHS includes all roads considered important to the security, economy and general welfare of the United States. NHS roadways may be Interstate or other primary highways. The Campbell County highways included in the NHS are:

- **U.S. Route 29 (Wards Road)**- A multi-lane divided highway running south to Altavista and north to Lynchburg (approximately 21 miles). It is the most used north-south highway in Central Virginia.
- **U.S. Route 460 (Richmond Highway/Lynchburg Highway)**- A multi-lane, divided highway extending west from Lynchburg to Bedford County and east from Lynchburg to Appomattox County. Approximately 16 miles of Route 460 are in

Campbell County. It is the most used east-west highway in Central Virginia.

Other Primary Highways

Primary highways are either divided highways or two-and-three lane undivided highways allowing uncontrolled access. Primary highways are designed for both “through” and local traffic. As of August 2014, VDOT reported 150.3 miles of primary roads in Campbell County, including:

- **US Route 501 (Brookneal Highway/Campbell Highway)** - a multi-lane divided highway and two-lane highway running south from Lynchburg to Halifax County (approximately 28 miles). It remains an important north-south corridor linking the southeastern part of Campbell County with other major highways. Campbell County is an active member of the US Route 501 Regional Coalition which supports all efforts to improve the safety and efficiency of this highway.
- **Virginia Route 24 (Colonial Highway/Village Highway)** - a two-lane paved roadway extending east from Bedford County to Appomattox County with approximately 23 miles total length in Campbell County. It is an important east- west travel route through the County providing access to routes 501, 460 and 29 as well as the villages of Concord, Rustburg and Evington. Campbell County supports all efforts to improve the safety and efficiency of Route 24.
- **Virginia Route 43 (Bedford Highway)** - a two-lane paved roadway running east from Bedford County approximately 10 miles to Altavista. A portion of Route 43 is designated by VDOT as a Virginia Byway which recognizes roads that lead to “scenes of natural beauty and places of historical and social significance.” Campbell County is supportive of improvements to Route 43 if they can be accomplished in an aesthetically responsible manner in keeping with the Virginia Byway designation.
- **Virginia Route 40 (Wickliffe Road)** - a two-lane paved roadway connecting Spring Grove to Woolwine through Brookneal.
- **US Route 460 Business (Timberlake Road)** - a four-lane divided highway running east from the US 460 Bypass in Campbell County to Lynchburg. It supports a significant commercial corridor in the County.

Secondary Roads

Secondary roads are usually two-lane roadways with widths up to 22 feet. With over 700 miles of road surface, secondary roads provide the most access within Campbell County, especially to less developed areas. They may have a hard surface (asphalt/cement), all-weather surface (unpaved gravel), light surface (light application of gravel) or no surface treatment at all (dirt).

CORRIDORS OF STATEWIDE SIGNIFICANCE

Genesis and Definition

What are now referred to as the “Corridors of Statewide Significance” were originally

introduced as part of the VTrans2025 effort as Multimodal Investment Networks (MINs). These MINs were to be a focus of statewide investment. Eleven MINs were identified throughout the Commonwealth of Virginia and were defined as multimodal networks. It was envisioned that high priority multimodal projects within these corridors would be given increased consideration over single-mode solutions in modal plans.

The Corridors of Statewide Significance (CoSS) are broadly drawn and include other modal facilities, such as highways (e.g., I-81, I-95, U.S. 460, etc.), rail lines, transit services, port facilities, and airports. Parallel roadway facilities are also included in addition to the main Interstate or U.S. Highway (e.g., U.S. 11 along the I-81 corridor and U.S. 1 and U.S. 301 along the I-95 corridor).

House Bill 2019, adopted in 2009, requires that the long-range transportation plan sets forth an assessment of needs for all Corridors of Statewide Significance and that all modes of travel are considered. In the designation of the Corridors of Statewide Significance, the Commonwealth Transportation Board was not to be constrained by local, district, regional, or modal plans. The official definition of a CoSS was defined as thus:

“An integrated, multimodal network of transportation facilities that connect major centers of activity within and through the Commonwealth and promote the movement of people and goods essential to the economic prosperity of the state.”

Criteria for identification of the CoSS were developed and applied to corridors throughout the Commonwealth. To be considered a CoSS, a corridor must meet all four criteria.

- **Multimodal:** The Corridor of Statewide Significance must involve multiple modes of travel or must be an extended freight corridor. Major freight corridors include I-81 and U.S. 460. Additional modes of travel include transit, such as Metrorail along the I-66 corridor; airports, both commercial and general aviation; freight and passenger rail; and port facilities, including the Port of Virginia in the Hampton Roads region and the Virginia Inland Port, located at the junction of I-81 and I-66.
- **Connectivity:** A corridor must connect regions, states, and/or major activity centers. I-95 is an important multi-state corridor, while others, such as U.S. 58, mostly function within the Commonwealth of Virginia. Some corridors connect cities throughout the state, such as the U.S. 29 corridor, which connects the major Northern Virginia activity center with Charlottesville, Lynchburg, and Danville.
- **High Volume:** The corridor must involve a high volume of travel. This would include all the major interstates through the Commonwealth of Virginia, as well as multiple U.S. Highways.
- **Function:** The corridor must provide a unique statewide function and/or address statewide goals.

The process identified eleven CoSS within the Commonwealth of Virginia, with five corridors mostly defined by Interstates and six corridors mostly defined by U.S. Highways. These corridors were given names separate from the highway facility route number in order to emphasize their multimodal nature. Two such corridors pass through Campbell County:

The Seminole Corridor

This corridor connects the Northern Virginia region to Charlottesville, Lynchburg, and Danville, operating as a parallel option between I-95 and I-81. It runs parallel to the Bull Run Corridor within Northern Virginia, and there are multiple transit options in the Northern Virginia region. In addition, there are Norfolk Southern Crescent Corridor rail lines along the entire corridor, which also provide passenger rail service via Amtrak. There are multiple general aviation and reliever airport facilities along the corridor as well.

The Heartland Corridor

This corridor connects Hampton Roads to Petersburg, Lynchburg, and Blacksburg and connects westward to West Virginia and Kentucky. It is an important freight corridor, with Norfolk Southern's Heartland Corridor running along the entire route, providing a connection between the Port of Virginia and the Midwest. In addition, there are some transit providers along the corridor along with multiple air facilities, both commercial and general aviation.

CLASSIFICATION OF ROADWAYS

All roadways in Virginia are classified by the geographic area that they serve, as well as their purpose and traffic volume. Most roadways in Campbell County are classified as being local roads, but the county is also home to a number of rural and urban collectors and arterials. Definitions of these classifications are provided below.

Interstates - Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind. Since their inception in the 1950's, the Interstate System has provided a superior network of limited access, divided highways offering high levels of mobility while linking the major urban areas of the United States. Roadways in this functional classification category are officially designated as Interstates by the Secretary of Transportation. There are no Interstates in Campbell County.

Other Freeways & Expressways (OFE) - Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway', for the purpose of functional classification the roads in this classification have directional travel lanes are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them. Examples of this road class in Campbell County are the U.S. 29 Bypass around Altavista and the U.S. 29/460 Bypass around the Lynchburg area.

Other Principal Arterials (OPA) - These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways. For the most part, roadways that fall into the top three functional

classification categories (Interstate, Other Freeways & Expressways and Other Principal Arterials) provide similar service in both urban and rural areas. The primary difference is that there are usually multiple Arterial routes serving a particular urban area, radiating out from the urban center to serve the surrounding region. In contrast, an expanse of a rural area of equal size would be served by a single Arterial.

Minor Arterials (MIA) - Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In an urban context, they interconnect and augment the higher Arterial system, provide intra-community continuity and may carry local bus routes.

Major and Minor Collectors (MAC, MIC) - Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. Within the context of functional classification, Collectors are broken down into two categories: Major Collectors and Minor Collectors. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more travel lanes than their Minor Collector counterparts.

Local Roads (LOC) - Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. Bus routes generally do not run on Local Roads. They are often designed to discourage through traffic. As public roads, they should be accessible for public use throughout the year. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

TRAFFIC VOLUMES

According to 2013 VDOT estimates, the highest Annual Average Daily Traffic (AADT)² counts for Campbell County primary roads exist in the vicinity of the US 460 and US 29 interchange with 44,000 vehicles. Feeders into this major interchange, like U.S. 460 beginning at Airport Road and U.S. 29 beginning at English Tavern Road, have AADTs of 41,000 and 30,000, respectively.

Timberlake Road (U.S. 460 Business) has an AADT of 27,000-30,000. The lowest primary road traffic volume (280 AADT) exists on VA 43 between Leesville Road (Route 682) and Bedford County. The following table shows traffic counts for all Campbell County roads classified as collectors or above.

² Annual Average Daily Traffic: The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year

**CAMPBELL COUNTY ROAD SEGMENTS CLASSIFIED AS “COLLECTORS” AND ABOVE
WITH 2013 ANNUAL AVERAGE DAILY TRAFFIC COUNTS (AADT)**

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
US 29 Wards Rd		US 460 Lynchburg Hwy	SCL Lynchburg	0.93	16000	OFE
US 460 Lynchburg Hwy		Bus US 460	SR 678 Airport Rd	3.91	23000	OFE
US 460 Lynchburg Hwy		SR 678 Airport Rd	US 29; Bus US 29 Wards Rd	1.36	41000	OFE
US 460 Lynchburg Hwy		SR 678 Airport Rd	US 29; Bus US 29 Wards Rd	1.36	41000	OFE
US 460, US 29		Bus US 29 Wards Rd	SCL Lynchburg	0.03	44000	OFE
Bus US 29 Wards Rd		US 460 South of Lynchburg	SCL Lynchburg	0.31	33000	OPA
Bus US 29 Wards Rd		US 460 South of Lynchburg	SCL Lynchburg	0.31	33000	OPA
Bus US 460 Timberlake Rd		SR 622 Waterlick Rd	SR 739 Greenview Dr	1.24	27000	OPA
Bus US 460 Timberlake Rd		SR 1520 Laxton Rd	WCL Lynchburg	0.04	30000	OPA
Bus US 460 Timberlake Rd		SR 622 Waterlick Rd	SR 739 Greenview Dr	1.24	27000	OPA
Bus US 460 Timberlake Rd		US 460 West of Lynchburg	SR 622 Waterlick Rd	1.94	15000	OPA
Bus US 460 Timberlake Rd		US 460 West of Lynchburg	SR 622 Waterlick Rd	1.94	15000	OPA
Bus US 460 Timberlake Rd		SR 1520 Laxton Rd	WCL Lynchburg	0.04	30000	OPA
Bus US 460 Timberlake Rd		SR 739 Greenview Dr	SR 1520 Laxton Rd	0.14	30000	OPA
Bus US 460 Timberlake Rd		SR 739 Greenview Dr	SR 1520 Laxton Rd	0.14	30000	OPA
US 29 Wards Rd		SR 738 English Tavern Rd	US 460 Lynchburg Hwy; Bus US 29	1.84	30000	OPA
US 29 Wards Rd		SR 24 Colonial Hwy	SR 738 English Tavern Rd	4.58	20000	OPA
US 29 Wards Rd		SR 696 Marysville Rd	SR 24 Colonial Hwy	4.99	18000	OPA
US 29 Wards Rd	Altavista	Pittsylvania County Line	SR 43 Bedford Ave	0.72	12000	OPA
US 29 Wards Rd		SR 24 Colonial Hwy	SR 738 English Tavern Rd	4.58	20000	OPA
US 29 Wards Rd	Altavista	Pittsylvania County Line	SR 43 Bedford Ave	0.72	12000	OPA
US 29 Wards Rd	Altavista	SR 43 Bedford Ave	SR 712	3.4	12000	OPA
US 29 Wards Rd	Altavista	SR 43 Bedford Ave	SR 712	3.4	12000	OPA
US 29 Wards Rd		BUS US 29 N of Altavista	SR 696 Marysville Rd	4.24	18000	OPA
US 29 Wards Rd		BUS US 29 N of Altavista	SR 696 Marysville Rd	4.24	18000	OPA
US 29 Wards Rd		SR 696 Marysville Rd	SR 24 Colonial Hwy	4.99	18000	OPA
US 29 Wards Rd		SR 712	BUS US 29 N of Altavista	0.24	12000	OPA
US 29 Wards Rd		SR 712	BUS US 29 N of Altavista	0.24	12000	OPA
US 29 Wards Rd		SR 738 English Tavern Rd	US 460 Lynchburg Hwy; Bus US 29	1.84	30000	OPA
US 460 Lynchburg Hwy		Bedford County Line	Bus US 460	1.37	30000	OPA
US 460 Lynchburg Hwy		Bedford County Line	Bus US 460	1.37	30000	OPA
US 460 Richmond Hwy		ECL Lynchburg	SR 726 Mount Athos Rd	1.78	25000	OPA
US 460 Richmond Hwy		ECL Lynchburg	SR 726 Mount Athos Rd	1.78	25000	OPA
US 460 Richmond Hwy		SR 726 Mount Athos Rd	SR 1017 Circle Dr	2.88	20000	OPA
US 460 Richmond Hwy		SR 726 Mount Athos Rd	SR 1017 Circle Dr	2.88	20000	OPA
US 460 Richmond Hwy		SR 656 Crews Shop Rd	SR 24 Village Hwy	1.42	17000	OPA
US 460 Richmond Hwy		SR 1017 Circle Dr	SR 656 Crews Shop Rd	1.21	17000	OPA
US 460 Richmond Hwy		SR 656 Crews Shop Rd	SR 24 Village Hwy	1.42	17000	OPA
US 460 Richmond Hwy		SR 1017 Circle Dr	SR 656 Crews Shop Rd	1.21	17000	OPA
US 501 Campbell Hwy		SR 670 Sunnymeade Rd	SCL Lynchburg	2.82	9200	OPA
US 501 Campbell Hwy		SR 670 Sunnymeade Rd	SCL Lynchburg	2.82	9200	OPA

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
SR 622 Waterlick Rd		SR 1520 Rainbow Forest Dr	Bus US 460	0.27	14000	MIA
SR 622 Waterlick Rd		Bedford County Line	SR 1520 Rainbow Forest Dr	1.12	13000	MIA
SR 678 Airport Rd		ECL Lynchburg	US 460	0.34	17000	MIA
SR 817 Pleasant Valley Rd		ECL Lynchburg	US 460 Lynchburg Hwy	0.455	380	MIA
SR 817 Pleasant Valley Rd		ECL Lynchburg	US 460 Lynchburg Hwy	0.095	380	MIA
SR 817 Pleasant Valley Rd		ECL Lynchburg	US 460 Lynchburg Hwy	0.455	380	MIA
SR 933 Thomasville Rd		Dead End	US 501 Brookneal Hwy	0.03	70	MIA
US 501 Brookneal Hwy		NCL Brookneal	SR 633 Phelps Creek Rd	1.4	6700	MIA
US 501 Brookneal Hwy		SR 761 Long Island Rd	SR 24 W, Colonial Hwy	8.33	6400	MIA
US 501 Brookneal Hwy		SR 633 Phelps Creek Rd	SR 917 Railview Rd	3.48	4500	MIA
US 501 Brookneal Hwy		SR 917 Railview Rd	SR 761 Long Island Rd	4.79	5600	MIA
US 501 Campbell Hwy		SR 24 E, Village Hwy	SR 670 Sunnymeade Rd	2.1	8300	MIA
US 501 Campbell Hwy		SR 24 E, Village Hwy	SR 670 Sunnymeade Rd	2.1	8300	MIA
US 501 Campbell Hwy		SR 24 E, Village Hwy	SR 670 Sunnymeade Rd	2.05	8300	MIA
US 501 Lynchburg Ave	Brookneal	SR 40 Wickliffe Ave	NCL Brookneal	1.52	6700	MIA
US 501, VA 24 Camp. Hwy		SR 24 W, Colonial Hwy	SR 24 E, Village Hwy	0.92	10000	MIA
US 501, VA 40 Lusardi Dr	Brookneal	SCL Brookneal	SR 40 Wickliffe Ave	0.76	5100	MIA
VA 24 Colonial Hwy		US 29	US 501 SW of Rustburg	4.32	3200	MIA
VA 24 Village Hwy		US 501 SW of Rustburg	656 Crews Shop Rd; Plum Br. Rd	6.38	3800	MIA
VA 24 Village Hwy		656 Crews Shop Rd; Plum Br. Rd	W US 460	3.16	3700	MIA
VA 40 Wickliffe Ave	Brookneal	US 501 Lynchburg Ave; Lusardi Dr	ECL Brookneal	0.87	2300	MIA
VA 40 Wickliffe Ave		ECL Brookneal	SR 605 Swinging Bridge Rd	1.97	2300	MIA
VA 40 Wickliffe Ave		SR 605 Swinging Bridge Rd	Charlotte County Line	2.15	1700	MIA
Bus US 29	Altavista	NCL Hurt	SR 43; Bedford Ave	0.29	5700	MAC
Bus US 29	Altavista	SR 43; Bedford Ave	Pittsylvania Ave	0.34	5700	MAC
Bus US 29	Altavista	Pittsylvania Ave	Amherst Ave	0.30	11000	MAC
Bus US 29	Altavista	Amherst Ave	Wood Lane	0.49	11000	MAC
Bus US 29	Altavista	Wood Lane	Lynch Mill Rd	0.64	11000	MAC
Bus US 29	Altavista	Lynch Mill Rd	NCL Altavista	1.36	7700	MAC
Bus US 29	Altavista	NCL Altavista	US 29, 15-712	0.17	7700	MAC
Clarion Rd	Altavista	Lynch Mill Rd	NCL Altavista	0.77	4000	MAC
Lynch Mill Rd	Altavista	Frazier Rd	Clairon Rd	0.49	3400	MAC
Lynch Mill Rd	Altavista	NCL Altavista	Frazier Rd	0.4	4300	MAC
Lynch Mill Rd	Altavista	Clarion Rd	Main St	0.3	5400	MAC
Pittsylvania Ave	Altavista	SCL Altavista	Main St	0.42	6500	MAC
SR 1520		SR 1551 Kenwood Dr	Bus US 460	0.79	13000	MAC
SR 1520 Rnbow Forest Dr		SR 622 Waterlick Rd	SR 1557 Crossway Rd	1.58	780	MAC
SR 1520 Rnbow Forest Dr		SR 1557 Crossway Rd	SR 1551 Kenwood Dr	0.48	3700	MAC
SR 600 Sugar Hill Rd		SR 618 S, Robin Rd	SR 756 Red Bottom Rd	2.17	460	MAC
SR 600 Sugar Hill Rd		SR 756 Red Bottom Rd	SR 601 Juniper Cliff Rd	3.41	380	MAC
SR 600 Sugar Hill Rd		SR 601 Juniper Cliff Rd	Charlotte County Line	0.78	420	MAC
SR 600 Sugar Hill Rd		Charlotte County Line	19-615 Lawyers Rd	1.2	470	MAC
SR 600 Sugar Hill Rd		SR 40 Mid	SR 618 S, Robin Rd	1.87	790	MAC
SR 601 Juniper Cliff Rd		NCL Brookneal	SR 605 W, Swinging Bridge Rd	1	260	MAC

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
SR 601 Juniper Cliff Rd	Brookneal	US 501 Lynchburg Ave	NCL Brookneal	0.84	260	MAC
SR 605 Swinging Br. Rd		SR 601 W, Juniper Cliff Rd	SR 40 Wickliffe Ave	2.34	910	MAC
SR 605 Swinging Br. Rd		US 501 Brookneal Hwy	SR 601 W, Juniper Cliff Rd	2.87	960	MAC
SR 605 Whipping Cr. Rd		SR 917 Railview Rd	US 501 Brookneal Hwy	0.54	480	MAC
SR 609 Stage Rd		Appomattox County Line	Campbell County Line; SR 607	1.1	660	MAC
SR 609 Stage Rd		SR 726 Mt Athos Rd	SR 659 Cabin Field Rd	0.86	1300	MAC
SR 609 Stage Rd		SR 659 Cabin Field Rd	SR 607 Columbus Rd	3.23	1000	MAC
SR 615 Red House Rd		SR 606 New Chapel Rd	SR 607 Winfall Rd	1.83	2000	MAC
SR 615 Red House Rd		SR 24 Village Hwy	SR 606 New Chapel Rd	3.36	3600	MAC
SR 615 Red House Rd		SR 651 Bear Creek Rd	SR 648 E, Suck Creek Rd	2.41	830	MAC
SR 615 Red House Rd		SR 834 Bull Hill Rd	Charlotte County Line	3.17	400	MAC
SR 615 Red House Rd		SR 607 Winfall Rd	SR 651 Bear Creek Rd	2.17	1200	MAC
SR 615 Red House Rd		SR 648 E, Suck Creek Rd	SR 834 Bull Hill Rd	5.33	840	MAC
SR 622 Depot Rd		SR 738 N, English Tavern Rd	US 501, SR 24 Campbell Hwy	3.78	750	MAC
SR 622 Leland Rd		US 29 S, Wards Rd	SR 738 S, English Tavern Rd	0.21	990	MAC
SR 622 Lynbrook Rd		SR 683 Lawyers Rd	0.08 ME SR 683	0.08	3500	MAC
SR 622 Lynbrook Rd		0.08 ME SR 683	US 29 N, Wards Rd	2.45	2900	MAC
SR 622 Waterlick Rd		SR 682	SR 683 N, Lawyers Rd	2.24	5500	MAC
SR 622 Waterlick Rd		Bus US 460	SR 682	0.36	11000	MAC
SR 623 Town Fork Rd		SR 625 Austin Mill Rd	0.15 MN SR 625	0.15	1100	MAC
SR 623 Town Fork Rd		SR 625 Austin Mill Rd	SR 858 E, Alum Springs Rd	1.05	1100	MAC
SR 623 Town Fork Rd		SR 682	SR 625 Austin Mill Rd	1.7	570	MAC
SR 626 Goodmn Cross. Rd		SR 682 S; Johnson Creek Rd	SR 714 Lynch Mill Rd	3.87	1600	MAC
SR 628 Bishop Creek Rd		Bedford County Line	SR 682 Leesville Rd	0.97	1200	MAC
SR 628 Bishop Creek Rd		SR 682 Leesville Rd	SR 43 Bedford Hwy	3.17	1200	MAC
SR 634 Nest Lane		SR 664 W, Old Rustburg Rd	Dead End	0.05	80	MAC
SR 635 Flynn St		SR 761 N, Long Island Rd	US 501 Brookneal Hwy	0.44	800	MAC
SR 646 Doss Rd		SR 24 Village Hwy	SR 656 Crews Shop Rd	2.03	1700	MAC
SR 646 Spring Mill Rd		SR 606 New Chapel Rd	SR 24 Village Hwy	7.54	1300	MAC
SR 646 Spring Mill Rd		SR 615 Red House Rd	SR 604 Promise Lnd Rd; Bent Cr. Rd	3.93	580	MAC
SR 648 Suck Creek Rd		SR 652 Pigeon Run Rd	SR 615 S, Red House Rd	0.8	230	MAC
SR 652 Pigeon Run Rd		SR 651 Bear Creek Rd	SR 648 Suck Creek Rd	2.9	170	MAC
SR 652 Pigeon Run Rd		501 Brknl Hwy; 761 Long Isl. Rd	SR 651 Bear Creek Rd	3.3	390	MAC
SR 656 Crews Shop Rd		SR 646 Doss Rd	US 460 Lynchburg Hwy	0.1	3000	MAC
SR 656 Crews Shop Rd		SR 24 Village Hwy	SR 646 Doss Rd	2.25	990	MAC
SR 664 Old Rustburg Rd		677 Old Rstbrg Rd; Camp Hyd. Rd	US 501 Campbell Hwy	0.97	790	MAC
SR 664 Old Rustburg Rd		677 Old Rstbrg Rd; Camp Hyd. Rd	US 501 Campbell Hwy	0.19	790	MAC
SR 670 Candler's Mtn Rd		SCL Lynchburg	SR 677 E, Sunnymeade Rd	1.98	2500	MAC
SR 670 Sunnymeade Rd		SR 677 E, Sunnymeade Rd	US 501 Campbell Hwy	2.84	1300	MAC
SR 677 Camp Hydaway Rd		SR 670 W, Candler's Mtn. Rd	SR 664 Old Rustburg Rd	3.03	410	MAC
SR 677 Old Rustburg Rd		SR 664 Old Rustburg Rd	SCL Lynchburg	1.35	570	MAC
SR 677 Sunnymeade Rd		SR 738 English Tavern Rd	670 E, Sunnymeade Rd; Cdls Mtn Rd	1.92	2200	MAC
SR 678 Airport Rd		SR 885 Prestwood Rd	Dead End	1.13	1700	MAC

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
SR 678 Airport Rd		US 460	SR 885 Prestwood Rd	0.21	2600	MAC
SR 683 Lawyers Rd		SR 622 Lynbrook Rd	US 29 Wards Rd	2.05	2700	MAC
SR 685 Calohan Rd		SR 738 Greenhouse Rd	SR 24 Colonial Hwy	1.8	5900	MAC
SR 685 Wisecarver Rd		SR 24 Colonial Hwy	SR 1630 Valley Dr	0.3	3900	MAC
SR 685 Wisecarver Rd		SR 1630 Valley Dr	SR 686 Browns Mill Rd	1.4	3500	MAC
SR 686 Browns Mill Rd		SR 685 Wisecarver Rd	US 501 Brookneal Hwy	0.32	3800	MAC
SR 696 Marysville Rd		SR 700 Marysville Rd	SR 699 Gladys Rd	0.39	1200	MAC
SR 696 Marysville Rd		SR 699 Gladys Rd	SR 701 N, East Ferry Rd	1.91	820	MAC
SR 696 Marysville Rd		SR 701 N, East Ferry Rd	US 29 S, Wards Rd	3.18	940	MAC
SR 699 Gladys Rd		SR 701 Lambs Church Rd	SR 696 Marysville Rd	3.43	1700	MAC
SR 699 Gladys Rd		US 29 Wards Rd	SR 701 Lambs Church Rd	1.3	2200	MAC
SR 699 Gladys Rd		SR 696 Marysville Rd	SR 629 Hone Rd	1.77	1300	MAC
SR 699 Gladys Rd		SR 629 Hone Rd	SR 761 Long Island Rd	2.65	1300	MAC
SR 711 Clarion Rd		NCL Altavista	SR 712 E, Dearing Ford Rd	0.4	6300	MAC
SR 712 Dearing Ford Rd		SR 711 E, Clarion Rd	Bus US 29 NORTH	1.33	920	MAC
SR 712 Dearing Ford Rd		SR 43 E, Bedford Hwy	SR 714 Lynch Mill Rd	0.69	1400	MAC
SR 712 Dearing Ford Rd		SR 714 Lynch Mill Rd	SR 711 E, Clarion Rd	1.98	1100	MAC
SR 712 Mt Herman Rd		SR 43 W, Bedford Hwy	SR 43 MID	0.41	170	MAC
SR 712 Riverbend Rd		Bus US 29 SOUTH	SR 699 Gladys Rd	1.59	860	MAC
SR 714 Lynch Mill Rd		NCL Altavista	SR 712 Dearing Ford Rd	1.03	2600	MAC
SR 714 Lynch Mill Rd		SR 712 Dearing Ford Rd	SR 626 Goodman Crossing Rd	0.68	1900	MAC
SR 725 Ridge Rd		SR 811 Ridge Rd; Evington Rd	SR 682	1.1	350	MAC
SR 726 Mt Athos Rd		2.43 MN SR 609	Appomattox County Line	1.52	470	MAC
SR 726 Mt Athos Rd		US 460	SR 609 Stage Rd	0.34	7000	MAC
SR 726 Mt Athos Rd		SR 609 Stage Rd	2.43 MN SR 609	2.43	5600	MAC
SR 738 English Tavern Rd		US 29 MID	SR 622 N, Depot Rd	0.78	2700	MAC
SR 738 English Tavern Rd		SR 622 N, Depot Rd	SR 680 Suburban Rd	0.43	3100	MAC
SR 738 English Tavern Rd		SR 680 Suburban Rd	US 29 N, Wards Rd	1.62	4300	MAC
SR 738 Greenhouse Rd		SR 24 Colonial Hwy	Y Int; Gap	0.13	890	MAC
SR 738 Greenhouse Rd		SR 754 Gap	0.06 MN of 05-754	0.06	900	MAC
SR 738 Greenhouse Rd		0.06 MN of 05-754	SR 685 Calohan Rd	1.54	1200	MAC
SR 738 Greenhouse Rd		SR 685 Calohan Rd	US 29 S, Wards Rd	0.12	10000	MAC
SR 761 Long Island Rd		SR 633 S, Epsons Rd	SR 705 Covered Bridge Rd	3.15	600	MAC
SR 761 Long Island Rd		Pittsylvania County Line	SR 633 S, Epsons Rd	1.2	630	MAC
SR 761 Long Island Rd		SR 699 Gladys Rd	US 501; SR 652	1.67	2200	MAC
SR 761 Long Island Rd		SR 705 Covered Bridge Rd	SR 699 Gladys Rd	1.97	960	MAC
SR 811 Evington Rd		Bedford County Line	SR 725 Ridge Rd	2.85	620	MAC
SR 811 Ridge Rd		SR 725 Ridge Rd	SR 24 Colonial Hwy	0.11	170	MAC
SR 858 Alum Springs Rd		SR 623 W, Turkey Foot Rd	SR 1580 New London Dr	0.65	2800	MAC
SR 858 Alum Springs Rd		Bedford County Line	SR 623 W, Turkey Foot Rd	0.5	430	MAC
SR 917 Railview Rd		US 501 S, Brookneal Hwy	SR 605 Whipping Creek Rd	1.63	540	MAC
SR 917 Railview Rd		SR 605 Whipping Creek Rd	US 501 N, Brookneal Hwy	0.91	930	MAC
T-1111 Main St	Brookneal	T-1115; T-1138	SR 40 Wickliffe Ave	0.27	1700	MAC
T-1111 Main St	Brookneal	US 501 Lusardi Dr	T-1115; T-1138	0.23	1400	MAC
VA 24 Colonial Hwy		SR 811 Near Evington	US 29	6.68	1200	MAC

ROUTE NUMBER & ROAD NAME	TOWN	ROAD SEGMENT START	ROAD SEGMENT END	SEG. DIST. (MILES)	TRAFFIC COUNT (AADT)	CLASS
VA 24 Colonial Hwy		Bedford County Line	SR 811 Near Evington	2.06	320	MAC
VA 43 Bedford Hwy		WCL Altavista	SR 628 Bishop Creek Rd	1.79	3000	MAC
VA 43 Bedford Hwy		Broad Street	WCL Altavista	0.59	4200	MAC
VA 43 Bedford Hwy		Myrtle Lane	Broad Street	0.5	5100	MAC
VA 43 Bedford Hwy		SR 628 Bishop Creek Rd	SR 682 Leesville	4.69	830	MAC
VA 43 Bedford Hwy		Main Street	Myrtle Lane	0.49	5200	MAC
VA 43 Bedford Hwy		SR 682 Leesville	Bedford County Line	1.26	280	MAC
11th St	Altavista	SR 43 Bedford Ave	Broad St	0.1	250	MIC
7th St	Altavista	Franklin Ave	Lola Ave	0.44	2600	MIC
7th St	Altavista	Lola Ave	Bus US 29	0.5	1400	MIC
7th St	Altavista	SR 43 Bedford Ave	Franklin Ave	0.43	3600	MIC
Avondale Dr	Altavista	Frazier Rd	Ogden Rd	0.6	510	MIC
Avondale Dr	Altavista	Lola Ave Ext	Frazier Rd	0.17	2100	MIC
Broad St	Altavista	10th St	Lynch Rd	0.13	170	MIC
Franklin Ave	Altavista	7th St	12th St	0.46	1500	MIC
Franklin Ave	Altavista	Bus US 29 Main St	7th St	0.07	1000	MIC
Frazier Rd	Altavista	Avondale Dr	Lola Ave	0.09	1700	MIC
Frazier Rd	Altavista	Lola Ave	Lynch Mill Rd	0.62	2500	MIC
Lola Ave	Altavista	11th St	Avondale Dr	0.13	2900	MIC
Lola Ave	Altavista	7th St	11th St	0.36	2700	MIC
Lola Ave	Altavista	Bus US 29 Main St	7th Street	0.07	2600	MIC
Lynch Rd	Altavista	Broad St	0.13 ME Broad St	0.13	230	MIC
Ogden Rd	Altavista	Avondale Dr	Lynch Mill Rd	0.38	1200	MIC
SR 600 Dog Creek Rd		SR 40 S, Wickliffe Ave	SR 619 Patrick Henry Dr	2.3	330	MIC
SR 600 Mt Calvary Rd		SR 619 Patrick Henry Dr	SR 40 N, Wickliffe Ave	1.81	250	MIC
SR 633 Epsons Rd		SR 635 W, Collins Ferry Rd	SR 605 Whipping Creek Rd	1.31	180	MIC
SR 633 Epsons Rd		SR 614 E, McIver Ferry Rd	SR 613 Jennings Rd	1.59	230	MIC
SR 633 Epsons Rd		SR 605 Whipping Creek Rd	SR 614 E, McIver Ferry Rd	1.56	130	MIC
SR 633 Epsons Rd		SR 761 S, Long Island Rd	SR 635 W, Collins Ferry Rd	3.31	90	MIC
SR 643 Lewis Ford Rd		US 501 Brookneal Hwy	SR 618 Irvindale Rd	4.43	340	MIC
SR 643 Lewis Ford Rd		SR 618 Irvindale Rd	SR 615 Red House Rd	3.9	250	MIC
SR 680 Suburban Rd		SR 738 English Tavern Rd	US 501 N, Campbell Hwy	3.2	1700	MIC
T-1102 Cook Ave	Brookneal	T-1125 Brooke St	T-1133 Reke Owen St	0.48	420	MIC
T-1102 Cook Ave	Brookneal	T-1111 Main St	T-1125 Brooke St	0.1	1100	MIC

RAIL TRANSPORTATION

According to the Association of American Railroads, railroads “form a seamless integrated system that provides the world’s most efficient, cost-effective freight service.” Since 1990, the percentage of intercity freight moved by rail has increased from 43 percent to 47 percent.

A number of rail lines traverse Campbell County and all but the Norfolk Southern Branch line are designated “high traffic density.” Coal and scrap waste materials are the major commodities transported through Central Virginia.

Norfolk Southern Railway Company - The Norfolk Southern mainline crosses Campbell County north to south from Lynchburg to Altavista, while the east to west line parallels the southern border of the county connecting the port of Hampton Roads with the Appalachian coal region. A Norfolk Southern north- south freight line connects Brookneal with Lynchburg, the main exchange point for switching westbound cars. Altavista is the primary exchange center for switching eastbound cars.

CSX Transportation’s James River Division - serves industry and general freight customers along the James River (the northern boundary of Campbell County) including Lynchburg, Amherst County and Bedford County.

The National Railroad Passenger Corporation (Amtrak) - Passenger service within Campbell County was discontinued decades ago, and there is no prospect of this service being resurrected even though Amtrak, using the Norfolk Southern mainline, passes through the County. The Amtrak Crescent, which makes a daily trip between New York and New Orleans, may be boarded at Lynchburg. In October of 2009, additional daily Amtrak service was established in Lynchburg, extending a Northeast Regional line that can take travelers to Washington, D.C., New York, and Boston.

AIR TRANSPORTATION

Lynchburg Regional Airport and the Brookneal-Campbell County Airport provide air transportation facilities within the county. If additional services are needed, other airports in Roanoke (1 hour), Richmond (2 hours), Greensboro (2 hours), Raleigh-Durham (2 hours) and Washington, D.C. (4 hours) can usually accommodate. All regional airports except the Brookneal-Campbell County Airport offer air- freight and charter service.

- **Lynchburg Regional** – is the air service provider for the greater Lynchburg area. The airport is located along U. S. 29 within Campbell County, just outside the City of Lynchburg. As of September 2012, the facility has 7 daily arriving and departing flights provided by US Airways Express. The airport has two runways; one measuring 7,100 feet in length; and the other measuring 3,387 feet. Expanding the capabilities of the airport is currently being considered as a part of long-term facility planning. Lynchburg Regional Airport also provides general aviation and air freight service.
- **Brookneal-Campbell County Airport** – Located on VA 797 north of Brookneal just off US 501 (Brookneal Highway), the airport maintains a 3,800 foot lighted runway suited for instrument approaches. It is a general aviation facility and is unattended.
- **Falwell Aviation** – A general utility airport located on US Route 460 in the City of Lynchburg. The airport supports a runway 2,950 feet in length and has lights for night landings.

TRUCKING

Trucking firms operating in Campbell County provide overnight service to markets and ports throughout the North and East. Campbell County truckers also transport goods to major markets across the United States. Carriers in Lynchburg provide additional transportation resources to area businesses and industries.

In addition to general freight carriers, many firms specialize in transporting petroleum products, pipe and steel. Also, the Norfolk Southern Railway offers “piggy-back” freight service (rail to road) from its general freight terminal.

PLANNING ASSUMPTIONS

Campbell County’s population has increased steadily over the past four decades. In 2010, the County’s population was 54,842, which represented a 7.37% increase from 2000. The majority of residents live in the northern portion of the county, and the population is most dense in the Timberlake area.

Most of the County’s employers are located along the U.S. 29 Corridor, with concentrations near Lynchburg and Altavista. Another important employment center is the Mount Athos area along U.S. 460 between Lynchburg and Concord. Several facilities are also positioned along U.S. 501 in the Brookneal area.

Future commercial, industrial, and large-scale residential development in Campbell County will likely be tied to the combined availability of transportation resources (particularly rail and highway) and utilities (including water and sewer). The Campbell County Utilities and Service Authority provides drinking water to the Timberlake area, along Route 24 (including Concord, Rustburg, and Evington) and along U.S. 29 from Lynchburg to Altavista. Water service is also provided by the towns of Brookneal and Altavista.

With a few exceptions noted in the following sections, the county's existing road infrastructure is likely to provide adequate service well into the future.

ASSESSMENT OF THE MULTI-MODAL TRANSPORTATION SYSTEM

Roadways

Campbell County's multi-modal transportation system is functional, and typically performs at a level on par with other localities within the region. Generally speaking, the County's road network provides little difficulty for the average driver, but there is noticeable congestion along U.S. 29 from English Tavern Road to the Lynchburg City limits. Colonial Highway (Route 24) between Yellow Branch and Evington has been experiencing an increasing amount of heavy truck traffic as industrial activities in the area have grown.

Bridges

The inspection and evaluation of bridges has been an ongoing focus of VDOT, but has received particular attention in the past several years. In the 2011 update to the 2035 Rural Long-Range Transportation Plan for Region 2000, current bridge sufficiency ratings were reviewed and those structures with a rating of less than 50 were considered deficient and in need of structural upgrade or replacement.

CAMPBELL COUNTY BRIDGE RATINGS (Region 2000 2035 Rural Long-Range Transportation Plan)			
TYPE OF DEFICIENCY	RATING OF BRIDGE		
	REPLACE 0-50	UPGRADE/REPAIR 51-80	80+
Functionally Obsolete	9	17	1
Structural Deficiency	9	16	0

Pedestrian Facilities

As expected, sidewalks are prevalent in the older or more densely-developed areas of the county, including Rustburg, Brookneal, Altavista, and Concord. In Rustburg, sidewalks have been constructed on both sides of Village Highway (Route 24 and U.S. 501) between Rocky Road to the south and Gold Dust Trail to the north. South of Rocky Road, the sidewalk along Village Highway continues on the east side only until it terminates at the Y-intersection of Routes 24 and

U.S. 501. The placement of this sidewalk allows students to walk between Rustburg Elementary and Rustburg Middle Schools without crossing the road. On the north side of Rustburg, near Gold Dust Trail, this sidewalk on the south or east side of the road terminates, while a sidewalk on the north side of Route 24 continues east to its termination point at Red House Road. The sidewalk again switches to the south side of Village Highway, and continues eastward to Rustburg High School. Thus, students wishing to walk from Rustburg High School into the village of Rustburg must twice cross Village Highway, a Minor Arterial roadway.

Bicycle Facilities

The popularity of cycling is increasing in Campbell County. The elements that make certain rural roadways attractive for bicyclists (low traffic, moderate terrain, beautiful views) can also create vehicle to bicycle conflict, particularly involving speed differential.

Currently within Campbell County, there exist very few examples of specific on-road accommodations, such as signage, marking, or specific designated lanes, designed to alert motorists to anticipate cyclists or to provide cyclists specific riding guidance. While the use of bicycles along the road network has increased somewhat, the safety for area cyclists and motorist is compromised by a combination of lack of road accommodations and limited cycling education of some motorists and cyclists. Some of these conflicts can be avoided by the use of existing (or creation of new) educational programs and materials that focus on road rules, safe behaviors, and road responsibilities of cyclists, motorists, and pedestrians.

TRANSPORTATION GOALS AND OBJECTIVES

A successful Comprehensive Plan must accommodate and adapt to the desires and values of the community. Goals and objectives are used to provide a framework for the implementation of the Comprehensive Plan. Goals describe the desired results of the Comprehensive Plan's implementation. Objectives are the specific purposes that advance action toward the goal.

Campbell County will achieve these goals and objectives by employing appropriate policies and plans, including the Zoning Ordinance. The Comprehensive Plan assists in outlining the process and strategies of implementation for advancing the general goals and more specific policies set forth by the County.

GOAL 1: Promote a safe, effective and environmentally sound transportation system throughout Campbell County.

Objective 1: Maintain and improve the primary and secondary highway systems of Campbell County.

Objective 2: Promote regional transportation improvements through coordination with adjacent localities.

Objective 3: Comply with environmental protection regulations on all roadway maintenance and improvement projects.

GOAL 2: Promote a transportation system compatible with existing and future planned land uses.

Objective 1: Ensure growth is compatible with available transportation systems.

Objective 2: Promote an interconnected network of streets to maximize safety and efficient travel in all neighborhoods.

Objective 3: Assess the need for future road improvements that would accommodate growth following major public water and sewer projects.

Objective 4: Ensure adequate parking availability in all areas and for all uses.

Objective 5: Coordinate with adjacent localities to provide uniformity to the extent possible in transportation systems necessary for existing and future land use patterns.

RECOMMENDATIONS

The County's transportation network provides vital community access. Maintaining the efficiency and character of these highways is of critical importance. The County should continue to evaluate all development proposals along these primary corridors to ensure that new development does not negatively impact the safety, efficiency, or aesthetics of these important routes. Maintenance and enhancement of these highways will require an ongoing partnership with the Virginia Department of Transportation and adjoining land owners.

The County's major highways, Routes 29, 460, 501, and 24, are important transportation corridors for the region. These corridors allow for the efficient movement of people and goods, and thus are critical to the County's economic health and quality of life. VDOT is responsible for the maintenance, improvement and construction of all primary and secondary highways within Campbell County. In preparation for anticipated growth and increased travel demands, we must work with VDOT to establish objectives that maximize use of existing highways, minimize potential conflicts with surrounding land uses, and optimize through traffic access. The following transportation strategies and recommendations coexist with other goals and objectives expressed in the Comprehensive Plan.

Maintaining and enhancing traffic flow within these corridors is of crucial importance to the County. Future development along these corridors should be designed to ensure that it does not impede or further restrict traffic flow. In this regard, access management is very important. In 2006, the Campbell County Board of Supervisors enacted a Transportation Corridor Overlay District "to provide for the orderly development along certain highway frontages within the

County and within the development goals reflected in the Campbell County Comprehensive Plan and good zoning practice.” The special zoning district is intended to maintain the long term functionality of certain primary highways, to limit access and the number of conflict points; to promote vehicular circulation; and to promote the prevention or reduction of traffic congestion and danger in public streets. While additional districts may be created elsewhere in the County, the sole district as of the writing of this document is along U.S. 29 (Wards Road) from its intersection with State Route 699 (Gladys Road) and extending north to the Lynchburg City limits.

Safety and traffic flow improvements along the U.S. 501 corridor are also critical to Campbell County’s development. Of the nine current priorities of the 501 Coalition, seven are located within the County (see table below). Residents, government officials, business and industry leaders, and other stakeholders should continue active and vocal support of the Coalition.

<i>Priority</i>	<i>Project #</i>	<i>Project Location</i>	<i>Phase</i>	<i>Funding</i>
#1	104980	Route 633, Campbell	Construction	\$664,400.00
#2	100556	Campbell Passing Lane	Right of Way	\$640,000.00
#3	104947	Shoulder Widening Rustburg	Right of Way	\$605,000.00
#4	104949	Shoulder Widening Gladys	Right of Way	\$760,000.00
#5	105947	Shoulder Widening Rustburg	Construction	\$1,015,000.00
#6	104949	Shoulder Widening Gladys	Construction	\$1,170,000.00
#7	104946	Halifax Passing Lane	Right of Way	\$2,500,000.00
#8	104946	Halifax Passing Lane	Construction	\$12,000,000.00
#9	100556	Campbell Passing Lane	Construction	10,772,000.00

General Transportation Strategies

1. Support US 501 Corridor improvement projects.
2. Promote safety and efficiency improvements to primary and secondary routes.
3. Promote awareness of, and access to, a public/private transportation network for elderly, handicapped and -disadvantaged citizens, including services provided on a regional basis.
4. Promote the efficient use of existing highways by discouraging strip commercial and residential direct-access development along arterial highways through existing state and local access management regulations.
5. Increase awareness of bus, truck, air, courier and rail freight services in the region.
6. Provide pedestrian and bicycle access in areas where access is appropriate.
7. Continue active participation in regional transportation planning organizations.

Pedestrian Facilities & Bicycle Facilities

A sidewalk along the south side of Village Highway (Route 24) in Rustburg between Red House Road and Gold Dust Trail should be considered in order to provide safe pedestrian access to Rustburg High School from the village center. This sidewalk would be approximately 1,850 feet in length.

Campbell County is a participant in the Region 2000 Blueways & Greenways Plan for the study and construction of bike paths and walking trails throughout the County. Campbell County supports the concepts in the Plan as bike trails have a potential benefit to the quality of life of residents.

Rural Scenic Corridors

In 2012, the Region 2000 Local Government Council conducted a study of best practices relating to rural scenic corridors within the region. The resulting report made numerous recommendations on evaluating the scenic (visual) as well as cultural (historic) significance of rural roadways. Within Campbell County, two corridors were recommended to be studied further and/or designated as scenic corridors. These are:

- **State Route 633 (Epons Road), State Route 761 (Long Island Road), State Route 699 (Gladys Road)**- between U.S. 501 near Brookneal and U.S. 29 (Scenic Road) near Altavista. River views, historic homes, farmland, historic community of Long Island.
- **State Primary Route 24 (Colonial Highway)**- between Rustburg and Bedford County line. Farmland, historic homes, Evington, Flat Creek Rural Historic District (proposed).

TABLES OF RECOMMENDED MULTIMODAL IMPROVEMENTS

Below is a list of potential road and intersection improvements, a description of action, and the estimated cost (if available). The number to the left of each item is keyed to the Transportation Map. These improvements should be considered by the Virginia Department of Transportation, Central Virginia Metropolitan Planning Organization, and other bodies when crafting future plans; they should also be considered when future developments are built along roads that cannot handle an increased capacity, which may affect the level of service. Below is a list of road and intersection improvements that are reflected on the Transportation Map.

The Virginia Six Year Improvement Program (SYIP), Fiscal Years 2014-2019, identifies those projects currently being considered by VDOT or under construction. The Campbell County Board of Supervisors provides input on the inclusion of local projects in the SYIP. Virginia's current financial condition has produced a financially constrained program for road construction and improvements, with a modest number of relatively small projects in Campbell County.

#	PROJECT NAME & DESCRIPTION	EST. COST
VDOT FY 2014-19 Six Year Improvement Program (SYIP)		
1	UPC 104679- RTE 24 - CONSTRUCT ROUNDABOUT AT RTE 646	\$3,190,000
2	UPC 104600- RTE 29 NBL - BRIDGE & APPROACHES OVER NSRR	\$10,110,000
3	UPC 104678- RTE 460 - CONSTRUCT OFFSET RIGHT TURN LANE	\$915,000
4	UPC 100556- RTE 501 - CONSTRUCT PASSING LANE (CAMPBELL COUNTY)	\$17,205,000
5	UPC 104947- RTE 501- SHOULDER WIDENING - RTE 607 TO RTE 655	\$2,155,000
6	UPC 104948- RTE 501 - IMPROVE HORIZ & VERT CURVES AT RTE 652/761	\$1,449,00
7	UPC 104950- RTE 501 - CONSTRUCT LEFT & RIGHT TURN LANES AT RTE 633	\$2,767,000
8	UPC 105712- RTE 29 - RIGHT TURN LANE AT RTE 688 (PATTERSON ROAD)	\$230,000
9	UPC 105716- RTE 460 - RIGHT TURN LANE AT RTE 752 (MT OLIVET CHURCH RD)	\$230,000
10	UPC 100940- RTE 643 - APPROACHES & BRIDGE OVER FALLING RIVER	\$3,996,000
11	UPC 101038- RTE 651 - BRIDGE & APPROACHES OVER BEAR CREEK	\$2,612,000
12	UPS 82510- RTE 711 - BRIDGE & APPROACHES OVER NS RAILWAY	\$4,082,000
13	UPS 105755- FR-907 - COMPLETE LIBERTY MTN RD & 1ST PHASE MTN LAKE RD	\$5,428,000
2035 Virginia Transportation Surface Plan (VTRANS)		
14	BROOKNEAL HIGHWAY – US 501- WIDENING (20.86 MI.)	\$201,696,000
15	CAMPBELL HIGHWAY – US 501- WIDENING (2.22 MI.)	\$32,492,000
16	US 460 (WATERLICK TO 501 S)—WIDENING (5.10 MI.)	\$58,563,000
Central Virginia Metropolitan Planning Organization (CVMPO) 2035 Long-Range Transportation Plan (RLRTP) (2010)		
Financially Constrained Plan		
	Route 622 (Lynbrook Road) over Flat Creek (Route 683 to Route 29)- Replace bridge and reconstruct roadway.	\$12,355,000
	Route 29 (Route 460 Int. to Route 24)- Spot improvements, safety operations, transportation system management	\$5,000,000
Unconstrained (Vision) Plan		
	Rt 622 (Waterlick Rd) Bedford Co Line to Rt 1520 (Rainbow Forest) – Widen to 4 lanes	
	Route 29 (S of Route 685 Calohan Road) to Lynchburg City Limits- access management, safety operations, transportation system management	
	Route 501 (Campbell Highway) Route 24 to Route 680 (Suburban Road)- Widen to 4 lanes	
	Route 682 (Leesville Road) Lynchburg City Limits to Route 460- Widen to 4 lanes	
	Route 738 (English Tavern Road) Route 680 (Suburban Road) to Route 29 (North Intersection)- Widen to 24 feet	
	Route 738 (English Tavern Road) Route 680 (Suburban Road) to Route 29 (South Intersection)- Widen to 24 feet	
	Route 681 (Sunburst Road) Route 460 to Route 622- Reconstruct 2-lane roadway	
	Route 29 (Wards Road) & Route 29/460 Bypass Interchange- Roadway improvements associated with development of SE Quadrant. Private Funding (Developer). Regionally significant project.	
	Route 726 (Mount Athos Road) to US 460 (Richmond Highway)- Upgrade existing 2-lane road	
	Route 622 (Waterlick Road) US 460 Business (Timberlake Road) to Route 682 (Leesville Road)- Widen to 4 lanes	
	Route 460/29 Bypass West of airport to Route 501 (Campbell Avenue)- increase to six lanes	
	Route 29 Alt, new alignment W of existing Route 29 S of Route 24 at Yellow Branch to Route 460- Construct new 4-lane limited access facility	
Region 2000 2035 Rural Long-Range Transportation Plan (RLRTP) (2011)		
Note: Prioritized as presented in RLRTP		

	US 29 at VA 699 (Gladys Rd.) - Mid-term consider signalization; Long-term consider rerouting truck traffic away from VA 699.	
	VA 24/VA 808 to US 29 - Long-term reconstruct corridor to current design standards.	
	VA 24 at VA 656 (Plum Branch Rd.) - Long-term consider installing turn lanes on all approaches.	
	US 501 at VA 633 (Epsons Rd.) - Mid-term install southbound right turn lane; Long-term flatten horizontal curve alignment.	
14	US 501 (Lynchburg Ave./Brookneal Hwy.)/Northern City Limit Brookneal to VA 24 W. - Long-term reconstruct as rural three-lane roadway	\$201,696,000
	US 501 (Brookneal Hwy.)/VA 24 W. to VA 622 - Long-term widen to urban three-lane roadway	
	VA 43 (Bedford Hwy.)/VA 628 to VA 682 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 628 (Bishop Creek Rd.)/VA 682 to VA 43 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 711/VA 682 S. to VA 714 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 714 (Lynch Mill Rd.)/Northern City Limit Altavista to VA 626 - Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 712 (Mount Herman Rd.)/VA 43 E. To VA 714 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 711 (Clarion Rd.)/Northern City Limit Altavista to VA 712 E. Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 696 (Marysville Rd.)/VA 701 N. to US 29 S. Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 696 (Hells Bend Rd.)/VA 700 to VA 699 Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 633 (Epsons Rd.)/VA 761 S. to VA 614 E. Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 612 (Epsons Rd.)/VA 614 E. to US 501 Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	
	VA 635 (Flynn St.)/VA 761 N. to US 501 Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 761 (Long Island Rd.)/VA 705 to US 501 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 652 (Pigeon Run Rd.)/US 501 to VA 648 Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 615 (Red House Rd.)/VA 24 to VA 834 Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	VA 615 (Red House Rd.)/VA 834 to Charlotte Co. Line Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	
	VA 648 (Suck Creek Rd.)/VA 652 to VA 615 S. Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 643 (Lewis Ford Rd./Carver Ln.)/VA 501 to VA 615 Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 600/VA 40/Brookneal Town Limit to VA 40 E. Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 601 (Juniper Cliff Rd.)/Brookneal Northern Town Limit to VA 605 W. Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 600 (Sugar Hill Rd.)/VA 601 to Charlotte Co. Line Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 646 (Morris Church Rd.)/VA 615 to VA 604 Long-term reconstruct road to address geometric deficiencies (10-foot lanes).	
	VA 606 (Spring Mill Rd.)/VA 604 to VA 606 N. Long-term reconstruct road to address geometric deficiencies (11-foot lanes).	

	VA 609 (Stage Rd.)/Cabin Field Rd. to Appomattox Co. Line Long-term reconstruct road to address geometric deficiencies (including full-width lanes and shoulders).	
	US 460 at VA 24/VA 608 Short-term install Do Not Enter sign in median east of intersection on US 460 and remove concrete island and Keep Right sign on northbound approach	
	VA 24 at VA 646 Short-term install Intersection Ahead signs on VA 24.	
	US 29 at VA 24 Short-term modify clearance intervals for all approaches and reduce speed limit on northbound US 29 to 45 mph.	
	US 29/Pittsylvania Co. Line to James River Mid-term implement access mgmt.; Long-term construct a new fourlane divided limited access highway from US 29 south of VA 24 to US 460 west of airport and reconstruct US 29 as a six-lane limited access highway.	
	US 29 Bus. At VA 688 (Pittsylvania Ave.) Short-term improve turn radius to accommodate truck traffic; Long-term consider access mgmt. (Town of Altavista)	
	Pittsylvania Ave./US 29 Bus. (Main St.)/S. Corp. Limits Short-term widen to four-lane roadway. (Town of Altavista)	
	Lynch Mill Rd. at Altavista Elementary School (multiple entrances) Short-term add turn bays at the school entrances. (Town of Altavista)	
	US 29 Bus. (Main St.)/7th St. to Bedford Ave. Short-term consolidate entrances along corridors. (Town of Altavista)	
	US 29 Bus. (Main St.)/S. Corp. Limits to North End of Bridge Short-term construct new two-lane bridge over river with multi-use trail. (Town of Altavista)	
	Lynch Mill Rd. at US 29 Bus. (Main St.) Mid-term add right turn bay on Lynch Mill Rd. (Town of Altavista)	
	Lynch Mill Rd. at Clarion Rd. Mid-term realign intersection with roadway widening to accommodate appropriate turn lanes on all approaches. (Town of Altavista)	
	Clarion Rd. Connector/Clarion Rd. To 7th Street Long-term construct new two-lane roadway. (Town of Altavista)	
	US 29 Bus./7th St. to Northern City Limit Altavista Long-term widen to urban four-lane roadway. (Town of Altavista)	
	US 501 (Lusardi Dr./Lynchburg Ave.)/Halifax Co. Line to Northern City Limit Brookneal Long-term reconstruct as rural three-lane roadway. (Town of Brookneal)	
	Proposed Brookneal Bypass from 0.5 miles N. of VA 633 to W. City Limit Brookneal Long-term construct new rural two-lane roadway.	
	Proposed Brookneal Bypass from W. City Limit Brookneal to 0.3 miles N. of VA 40 Long-term construct new rural two-lane roadway. (Town of Brookneal)	
	VA 40/US 501 to Brookneal Eastern Town Limit Long-term widen to urban three-lane roadway. (Town of Brookneal)	
	VA 601 (Juniper Cliff Rd.)/US 501 to Brookneal Northern Town Limit Long-term reconstruct road to address geometric deficiencies (10-foot lanes). (Town of Brookneal)	
	T-1102 (Cook Ave.)/T-1111 to T-1133 Long-term reconstruct road to address geometric deficiencies (10-foot lanes). (Town of Brookneal)	
	Priority Projects	
	Central Virginia Metropolitan Planning Organization Bike Plan (2010)	
	Timberlake Road (BYP 460 to Lynchburg Expressway) Signed Share Road; Pave Shoulder; Signage; consider development of combined turn, bus, bike travel lane	
	Wards Road (Fort Avenue to South MPO Boundary @Colonial Highway) Signed Share Road; Wide Outside Lane, Trail Signage; Restripe; develop trail according to Lynchburg Wards Road Master Plan	
	Waterlick Road (Thomas Jefferson Road to Wards Road) Signed Share Road; Pave Shoulder; Signage; Pave 2' Shoulder	
	Region 2000 Rural Scenic Corridors Study	
	State Route 633 (Epsons Road), State Route 761 (Long Island Road), State Route 699 (Gladys Road)- between U.S. 501 near Brookneal and U.S. 29 (Scenic Road) near Altavista. River views, historic homes, farmland, historic community of	

	Long Island.	
	State Primary Route 24 (Colonial Highway) - between Rustburg and Bedford County line. Farmland, historic homes, Evington, Flat Creek Rural Historic District (proposed).	
	Region 2000 Comprehensive Economic Development Strategy (CEDS) (2011)	
	U.S. 29 Bypass, Southern Tier - Inter-regional connectivity is a primary concern of our community development, economic development, and business communities. This connectivity is imperative to ensure our businesses have ready access to external markets and opportunities needed to succeed. The US 29 Bypass-Southern Tier completes the bypass around the Lynchburg urban area, realizing the full benefit of the previously developed US 29 Madison Heights Bypass. The bypass ensures access to markets and opportunities north and south of Central Virginia.	
	U.S. 501 Corridor Improvements US 501 improvements, as identified by the US 501 Coalition, an advocacy group consisting of localities within and adjacent to Region 2000, will allow for safe and efficient movement of people and freight from the North Carolina border to US Interstate 81. The improvements help ensure access to markets and opportunities north and south of Central Virginia.	
	Other Recommendations	
	Construct approximately 1,850 feet of sidewalk on southern side of Route 24 (Village Highway) between Red House Road and Gold Dust Trail in Rustburg.	
	Develop strategies for reducing or mitigating heavy truck traffic on Colonial Highway (Route 24) between U.S. 29 and Evington	
	Develop strategies for reducing congestion along U.S. 29 between English Tavern Road and the Lynchburg City Limits	
	Wards Ferry Road Corridor Study- Simons Run - The signalized intersection of Simons Run at Wards Ferry Road currently operates with excellent service levels and is forecast to continue to do so in the No Build conditions. The only recommendations that were developed for this intersection are pedestrian signals and crosswalks. Pedestrian accommodations are recommended because the intersection connects two major retail areas and it will also be a part of a future trail network that connects the retail areas along Wards Road.	\$66,000
	Continue support of downtown revitalization activities , streetscape improvements, and additional pedestrian and bicycle facilities in the towns of Alavista and Brookneal.	

SUMMARY

Campbell County lies at the crossroads of several major transportation systems. We are committed to the effective management of our transportation resources to encourage economic development throughout the County. Our strength as a Central Virginia county depends upon our ability to adapt our transportation systems to economic and demographic changes.

TRANSPORTATION RELATED WEBSITES

Local and Regional

- Campbell County – www.campbellcountyva.gov
- Region 2000 Local Government Council – www.region2000.org
- US Route 501 Regional Coalition – www.route501.org

Commonwealth of Virginia

- Department of Transportation – www.virginiadot.org
- Department of Rail and Public Transportation – www.drpt.virginia.gov
- Department of Aviation – www.doav.virginia.gov